

Today's Advertisements.

THEATRE ROYAL CITY HALL.

POLLARD'S
ILLUSTRATED OPERA COMPANY
Ladies, Messrs. POLLARD & CHESTER.
50 PERFORMERS 50

Under the Distinguished Patronage of
H.E. Sir WILLIAM ROBINSON, K.C.M.G.,
and
H.E. Major-General WILSON BLACK, C.B.,
TONIGHT (FRIDAY) TO-NIGHT
7th May, 1897.

LES CLOCHES DE CORNEVILLE.

and To-morrow, (SATURDAY), May 8th.

TO-MORROW AFTERNOON, May 8th,
GRAND MATINEE
(FOR CHILDREN)
"CHARITY BEGINS AT HOME"

Children half price to all parts of the
Theatre.
N.B.—Arrangements can be made with the
Manager for large parties and schools.
Doors open 3 P.M. Overture 4 P.M.

Plan at W. ROBINSON & Co.'s Piano and
Music Rooms.

Prices:—\$3, \$2 and \$1.
SOLDIERS and SAILORS in Uniform Half-price
to back seats only.
Late Trains 15 minutes after each performance.
A. H. POLLARD,
Advance Representative,
Hongkong Hotel.

Hongkong, 7th May, 1897. [759]

NOW READY! COMMERCIAL AND STATISTICAL PAPERS.

No. 1—APRIL, 1897.

Being reports of meetings of Companies and
Corporations for periods ending 31st December,
1896.

This pamphlet is published for the convenience
of the Commercial Community and is for sale,
PRICE \$1 PER COPY,
at the office of the
"HONGKONG TELEGRAPH,"
No. 5 Paddar's Hill,
Hongkong, 7th May, 1897.

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1897.

(Subject to Alteration.)

Monmouthshire. Wednesday, 12th May.

TAKING PASSENGERS AND CARGO FOR UNITED
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MONMOUTHSHIRE"

will be despatched hence for PORTLAND,
OREGON, and VICTORIA, (B.C.), via KOBÉ
and YOKOHAMA, on the 12th inst.

Consular Invoices of Goods for United States
Points should be in QUADRUPLES; and one
Copy must be sent forward by the Steamer to
the care of the GENERAL FREIGHT AGENT,
Oregon Railway and Navigation Co., Portland,
Oregon.

For further information as to Passage and
Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th May, 1897. [693]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"POSEIDON,"

Captain R. Mayer, will leave for the above
places on the 14th inst.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong 7th May 1897. [760]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, COASTAL AND
AMERICAN PORTS).

THE Steamship

"COROMANDEL,"

Captain F. H. Seymour, carrying Her Majesty's
Mails, will be despatched from this for LONDON
(via BOMBAY), on THURSDAY, the 20th
May, at Noon, taking Passengers and Cargo for
the above Ports.

Bill and Valuable Mail, all Cargo for France,
and Ten for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 7th May, 1897.

Today's Advertisements.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above
LODGE will be held in the FRANKMASON'S
HALL, Zetland Street, on SATURDAY, the 13th
instant, at 8.30 for 9 p.m. precisely. Visiting
Brethren are cordially invited to attend.

PRESEVERANCE LODGE OF HONGKONG, No. 1,185.

A N EMERGENCY MEETING of the above
LODGE will be held in the FRANKMASON'S
HALL, Zetland Street, on TUESDAY, the 11th
instant, at 5 for 5.30 p.m. precisely. Visiting
Brethren are cordially invited to attend.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain W. Waddell, will be despatched as
above on MONDAY, the 10th instant, at 4 P.M.

This Steamer has Superior Accommodation
for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th May, 1897. [761]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frampton, will be despatched as
above on TUESDAY, the 11th instant, at noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th April, 1897. [769]

Auction. PUBLIC AUCTION.

THE undersigned has received instructions
from H. M. NAVAL STORE KEEPER
to sell by
PUBLIC AUCTION
on
WEDNESDAY, the 12th May, 1897, at noon,
at H.M. Naval Yard.

Sundry Naval and Victualling Condemned
Stores, comprising:—

OLD IRON, PAPER STUFF,
OLD IRON BOILER TUBES,
RAGS, CANVAS, ELECTRO
PLATE, CLOTHING, IMPLEMENTS, &c.

TERMS OF SALE AS CUSTOMARY.
J. M. ARMSTRONG,
Auctioneer.

Hongkong 5th May 1897. [755]

PUBLIC AUCTION.

THE undersigned has received instructions
to sell by
PUBLIC AUCTION
on
SATURDAY, the 8th May, 1897,
at his Sales Rooms, Zetland Street, No. 2,
commencing at 2.30 P.M.,

A LARGE QUANTITY OF
VALUABLE AND USEFUL HOUSEHOLD
FURNITURE
(Removed from Queen's Garden, Calas Road,
&c., for convenience).

Consisting of:—

HANDSOME BLACKWOOD CARVED
SIDEBOARD, BLACKWOOD DINNER
WAGGONS, SOLID BLACKWOOD DINING
TABLE, BLACKWOOD ROUND & SQUARE
TABLES, SIDEBOARDS with and without
GLASS, OAK DINING ROOM CHAIRS,
MARBLE TOP WASHING STANDS, TEAK
CARVED OVRMANTLES, ICE-CHESTS,
BRASS and IRON DOUBLE BEDSTEADS,
SCREENS, RATTAN FURNITURE, WARD-
ROBES, MIRRORS, HANDSOME ENGRA-
VINGS, CARPETS, ORNAMENTS, CURTAINS,
LAMPS, STATUETTES, PLATED
WARE, DINNER and FRUIT SERVICES,
GLASSWARE, CROCKERY, BATHROOM
REQUISITES, &c.

On View on THURSDAY, the 6th instant.
Catalogues issued prior to Sale.

TERMS OF SALE—As customary.
PAUL BREWITT,
Auctioneer.

Hongkong, 3rd May, 1897. [743]

Intimations. DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSRS and
other Large Consumers.

Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [579]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.

Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.

When the Editor of the Hongkong Telegraph will always
endeavour to give the fullest and most impartial consideration
to all communications, but he cannot undertake to return
any letters sent to him by any individual contributor, or
publish any correspondence.

Intimations.

A. S. WATSON & CO., LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Emplies when received in good order.

Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always kept
ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Telephone, 13th April, 1897. [6]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

BIRTH.

At Kowloon Station, on the 6th May, the wife
of C. P. LYNDON, I.M. Customs, of a
daughter.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 7, 1897.

TELEGRAMS.

REUTERS' MESSAGES.

THE GRECO-TURKISH WAR.

LONDON, May 5th.

Greece has decided to continue the war.

DISASTER IN PARIS.

An appalling fire has occurred at a charity
bazaar in Paris, which was attended by the
Parisian society.

The whole structure was utterly consumed in
twelve minutes. Upwards of one hundred charred
bodies have been recovered.

The list of the missing includes the Duchess
of Alencon, the Countess Man, the Marquis
Gallit and General Monnier.

Thermals recovered filled fourteen waggons.

(From L'Avant de Tonkin.)

THE EASTERN CRISIS.

PARIS, April 28th.

The Powers hope that the occasion will soon
present itself for them to intervene between
Greece and Turkey.

It is believed that hostilities will continue
suspended.

Public opinion is less excited at Athens.

The Crown Prince of Greece confides at the
head of the army.

All fear of a dynastic crisis seems to have
vanished.

PARIS, April 29th.

At Athens the King has written to Mr.
Delyannis requesting him to resign, and has
called upon Mr. Ralli and other chiefs of the
opposition to form a new Cabinet.

The Turks are advancing upon Volo from
which the inhabitants are nearly all fleeing.

The retreat from Larissa was a complete rout.
[We were yesterday informed that French
troops are patrolling in Volo.]

(From Diario de Manila.)

REVOLUTION IN ATHENS.

MADRID, April 29th, to 15 p.m.

A revolution has broken out in Athens, the
capital of Greece.

[This seems hardly likely, for the latest
Reuters' message makes no mention of the
rebellion and states that Greece has decided to
continue the war.]

TELEGRAMS.

NEWMARKET SPRING MEETING.

THE TWO THOUSAND GUINEAS.

The TWO THOUSAND GUINEAS STAKES of 100
sovs. each, for 3 year olds; colts and
fillies set gibs; the owner of second
horse to receive 100 sovs. out of the stakes;
third to save 5's stakes; R.M.—So sub.
Closed 29 Oct. 1895.

LONDON, May 5th.

The following is the result of the race:—

Mr. Gubbins b. c. GALTIER MORE by Kendal

Morganette.....C. Wood 1

Lord Rosetory's b. c. VELASQUEZ by Donovan

Visita.....J. Waite 2

General Owen Williams' b. c. MINSTER by

Minting-Poem.....3

Last year this event was won by St. Frus

quid, with Love Whisky second and Labrador

third. In the contest for the Prince of Wales's

Stakes last year, Velasquez, on the rails, showed

the way to Hillberry in the centre for half the

journey, when Goldie (T. Loates) took second

place, but could never get on terms with Velas-

quez, who won in a canter by three lengths.

LOCAL AND GENERAL.

H.M.S. Dolphin returned to-day from a cruise.

The bank's buying rate for sovereigns is \$9.88

per £.

THE Volunteers will be glad to see their lady

friends at the Association Range to-morrow

afternoon to witness the competitions for the

ladies' prize.

THE Clydebank Engineering and Shipbuilding

Company have received an order for twenty

barges, of about 400 tons each, for the Chinese

Eastern Railway Company.

His Britannic Majesty's fast and furious com-

merce-destroyer Towed is at Samal, one of the

ports on the West River which will shortly be

opened to foreign trade under the February

Agreement.

THE Russian papers state that the Chinese are

about to establish a Consulate at Warsaw with

the object of promoting trade between Poland

and Manchuria. A party of French engineers

coming from Australia is expected at Vladivo-

stock in a few weeks. They will follow the

track of the Siberian and Manchurian railways

with the object of studying the auriferous

character and openings of the regions through

which these lines will pass.

We learn that the total turnover of the German

Club sweeps at the Shanghai spring meeting

was no less than \$70,000. The first prize in the

Big Sweep was \$15,000 (won by a subscriber

in Shanghai presumably) and only one of the

Hongkong subscribers drew a pony in the Big

Sweep, namely, Monmouthshire, who was not placed.

Besides the \$70,000 invested in three days in the

German Club sweeps, there was probably a

greater sum risked in other "sweeps," such as

the popular "sweep" the Masonic Club sweeps

and the Red Club sweeps. To-morrow the Of-

Day's races will take place and amongst the

events we may be sure of a "Blackberry Cup,"

THE BURMO-CHINESE FRONTIER TREATY.

TRADE PROSPECTS.

A well-informed correspondent of the *Norfolk Daily News* writes from Mandalay on the above subject as follows:—

The news, if it be correct, that the Burma Frontier Treaty with China has been signed, and will be ratified in four months, will be welcome to all who take an interest in the development of Burma. The Commissioner of the Northern Frontier has more than once pointed out the hopelessness of attempting to keep the border regions, so long as the limit of responsibility of each country is undefined. It is useless for the authorities here to try to make the authorities in Yunnan responsible for a Kachyaen raid, while there is no certainty as to what is the Chinese and what the Burmese sphere of influence. The hill-tribes too are not slow to take advantage of the present state of affairs to make raids, and then baffle pursuit by retreating into unexplored territory. It was at the earnest wish of the English Government that the question of frontiers was deferred after the annexation of Upper Burma, the Chinese, however, taking good care to be on the safe side by drawing their provisional boundary at the Shweli, some hundreds of miles south of what they knew they could possibly claim. But much has happened since then; the Mission to China, which would have been an absurd anachronism, as well as an intolerable acknowledgment of dependence, has been changed into a mission of territory. China, on her side, has broken her promise not to give to France what she received from us, and the claim that the frontier line must be drawn south of Bhamo has been settled by events in a very practical way. Officials from the Burmese side have been for years administering parts of the Kachyaen country a long way north of that town, and every open season the British pale is being pushed farther north. At Nampoung, British and Chinese officials can watch each other cross the river and see many other places where Burmese officials have settled down with the friendly aid of the Chinese local authorities right up to the borders of China proper. It cannot be denied that, considering what they might have done, the Chinese show themselves friendly towards England in the matter of the annexation of Upper Burma, and so far, things look well for the amicable settlement of the frontier.

THE CHINESE GOVERNMENT'S ACTION.
Some years ago, writing in the *Manchester Guardian*, Sir Charles G. Smith pointed out what seems to be the least of it, that in 1885, the Chinese Government might easily have caused trouble and thrown obstacles in the way of the settlement of Burma, but it maintained a very friendly attitude. When, as it is hoped, the frontier comes to be marked out next open season, the Mission boys will be out of the way, and the actual territory in dispute will be confined to a fairly narrow strip. Furthermore, Burma will then be a Lieutenant-Governorship, and better able to protect her own interests, while her officials have been spending the years of respite given them in acquiring a sound knowledge of the country and its people, and will not be likely to fall into any pitfalls that the astute Celestial may dig for them.

TRADE PROSPECTS.
The Kachyaen country is parcelled out into squares or tracts, and the character of the country and of the inhabitants of each square is well-known, various military and civil officers having, for years past, been visiting different parts either in a friendly manner, or to exact punishment for raids. Last open season many disputes on the Chinese borders were settled by Mr. Harris from the Burmese side in association with the Savabu of the Chinese Shan State of Nantien, who was deputed for that purpose by the British Government. Matters have therefore been settling themselves to a certain extent, and no excuse can now be put forward for delaying the official delimitation of the frontier. It can hardly be denied that with a settled boundary, and the consequent increased facilities for checking lawlessness and crime among the hill-men, trade between China and Burma must improve, and it seems not a little strange that the Indian Government apparently cares so little about making the best of the splendid position that the annexation of Upper Burma has given them. By an almost bloodless expedition the hopes of France of forming a compact Empire in Indo-China have been dashed to the ground, and, at the same time, our territories have been extended right up to Western China. The trade route is not a smooth one but it is far from being unimportant or impracticable. From the last Administration Report of Burma it appears that, for the financial period ending with the 31st of March, 1896, the percentage of increase of the trade with Western China was 134.61, the increase in imports was 200.7 per cent, and the exports 84.20 per cent. The trade in 1895-96 was 37 lakhs, in 1894-95 31 lakhs, and in 1893-94 22 lakhs, but the 1894-95 trade was abnormal owing to the China-Japan war. Surely a trade which is carried on under such disadvantages, and still shows such increase, is worth fostering. A noticeable feature is the falling-off in the importation through this route of raw silk into Burma, and the explanation seems to be that most of this commodity now comes from the Straits Settlements. In 1894-95, China sent absolutely no raw silk to Burma direct, while in 1895-96 the value of the import was only Rs. 6,564, while the figures for the Straits Settlements are 1894-95, Rs. 77,650 and 1895-96 Rs. 2,138,830. Is it not a probable explanation that such a valuable commodity as raw silk cannot safely be brought direct from China through fear of the lawless tribes on the frontier?

SILK.
In fact, the raw silk that comes into Burma is Chinese silk, and should naturally come overland and would do so if the country were more settled. In the Chinese story of the capture of the cotton gins during the expedition of 1895 is the following significant passage:—"Mr. O'Connor in one of his valuable reports from frontier trade states that the disturbed condition of the country between Bhamo and South-western China has had the effect of increasing the quantity of raw cotton from Upper Burma to Rangoon from 1,000 cwts. to 9,000. The savage tribes in those parts, he says, practice robbery and murder on an extensive scale. They make the routes into China unsafe, and the usual export of cotton from Upper Burma to that country ceased. Cotton was therefore sent down by the river to Rangoon, where it is shipped to China via the Straits. The obstacles arising from the disturbances on the Chiao-Burma frontier still continue, and divert trade from that outlet."

On looking at the last Administration Report, I find it stated that the chief exports from Burma through the Bhamo route are Indian twist and yarn, and cotton, silk, and woollen piece goods, but a reference to the tabulated statements will show that the Straits Settlements get most of these articles, and China direct gets very little indeed.

WE MUST BE READY.
If it be true that authorities in China are really anxious to encourage the teaching of English, and of Western knowledge generally, as is reported, it becomes all the more necessary to be on the spot when the results begin to be apparent. France may have the better position in regard to natural

outlets for trade, but the difference between the condition of Burma, and that of the country nominally under French rule is very great. The Shan States Railway, too, which will connect Mandalay direct with the Salween between the 23rd and 24th degrees of latitude, is being pushed on, and when the difficulties of constructing the line from the plains up to this level of the Shan plateau at Maymo are overcome, the line will be practically completed. If, as is expected, the railway attracts Chinese traders in its direction, Burma will be provided with an artificial trade-outlet which will make all the rivers of Indo-China more or less of secondary importance. Still, in dealing with Chinese merchants, the unexpected often happens. Some time ago, I think about two years, the Burmese and Chinese telegraph systems were joined by a wire from Bhamo to Yunnan, so that the numerous and large Chinese merchants in Rangoon and Mandalay could wire direct to their head offices or agents at Canton, Hongkong, Shanghai, or elsewhere. Some merchants, such as those who deal in jade-stone, carry on their business exclusively with China, and one would have supposed that such a telegraph system would have been eagerly used by them; but, whether from distrust of the efficiency of a wire maintained by China, or from any other cause, and breaking the line. However, mainly owing to Mr. Janssen's exertions at Yunnan, it is now more or less in working order for anyone who wants to use it, but very few do.

STATUS OF CHINESE IN FORMOSA.

(From our own Correspondent.)

TAIPEI, April 30th.

The following is a translation of the regulations regarding the qualifications and treatment of the inhabitants of Formosa in the matter of national rights:—

Article 1.—Those persons are considered inhabitants of Formosa who have, from May 8th, 1895, had fixed habitations in Formosa or in the Pescadore Group.

Article 2.—Those of the inhabitants who shall not have left the territory under the administration of the Government before May 8th, 1897, shall, by virtue of the treaty of Shimonoseki, be deemed Japanese subjects. Should application by persons desirous of becoming Japanese subjects, be made on the date named, it will be considered by the authorities.

Article 3.—Those persons absent from Formosa and the territory of its Government, who wish to become Japanese subjects on May 8th, 1897, shall be deemed such in accordance with the last article. The preparatory investigations are to be duly made in the case of each applicant.

Article 4.—When the head of a family shall have become a Japanese subject the whole family shall be deemed Japanese subjects. In the event of any member of a family constituting an independent household for himself he shall be considered as independent of the family to which he belonged.

Article 5.—Those of the inhabitants who are not deemed to have become Japanese subjects shall be excluded from the Registration book, and their names will be kept in a special book.

Article 6.—Special instructions shall be given regarding the disposal of the real property of persons other than Japanese subjects.

HOW THE ADMIRAL COULD DRAW UPON THE HONGKONG GARRISON FOR SEA SERVICE.

"A General Officer" writes to the *Army and Navy Gazette*—The correspondent of the *St. James Gazette*, whom you quoted last week, cannot understand how the Marines at a coaling station could be available as a reinforcement to the Fleet at the same time as being an efficient garrison. Let me endeavour to show how Marine garrisons of coaling stations could very readily fulfil the double rôle and so assist their superiors for naval purposes over War Office garrisons. To the correspondent's question, "If Hongkong needs a garrison, how could the Admiral draw upon it for sea service?" the answer is this: On the outbreak of war, one of three things must happen—

(a) We shall have command of the sea in the particular part of the world where the station is situated, or the enemy will not show fight, and only tries to war on our commerce, which amounts to the same thing.

(b) We fight for the command of the sea, and after a battle more or less severe obtain it.

(c) As in (b), but we lose in the fleet action. In the event of (a), the garrison is only liable to attack from isolated cruisers, and our fleet on the station is merely employed in protecting commerce, a very wearying duty as regards health perhaps, but there would be no great loss in battle. In the case (b), the ships sailing at the coaling stations will be rendered much more efficient by changing their jaded detachments for fresh ones, while the efficiency of the garrison will not be impaired, the health of everyone being improved by the change from sea to shore and vice versa.

In case (c), after the victorious action the garrison runs very little immediate danger of attack, and the enemy will not attempt to make the crews up to full strength again as soon as possible. With Marines at the coaling stations, this can be done, while the landed slightly wounded and convalescents will in a great measure be ready to fight again at a gun on shore by the time the enemy has recovered sufficiently to attack.

In case (c), if a ship succeeds in reaching the coaling station her crew will reinforce the garrison if it does not it will not affect the question of the efficiency of the garrison. But in the former case she will be much more likely to be able to take the sea again reinforced by Marines with unimpaired morale than if no such change could be effected. As the final safety of the station, as all history shows, will depend on our recovering command of the sea, this is of far greater importance than a temporary weakening of the garrison.

Finally, in the ordinary peace routine, there is no fear of the Marines becoming inefficient from lack of sea service in these days, when a much greater proportion are embarked than formerly. The recent increases have gone to the ships and not to barracks. Moreover, this suggested change from ship to shore, as in the Hongkong garrison example, would only result in a greatly increased number of Marines passing through a period of training in the Fleet with a diminished sick list, and so greatly add to the efficiency of the Fleet in peace and its preparedness for war.

THE STRENGTH OF THE NAVY.

We have received from Mr. H. E. Pallock, the Hon. Secretary of the Local Branch of the Navy League, copies of the reports of speeches delivered by Sir Charles Dilke, M.P., in the House of Commons on the 5th and 12th March upon "The Strength of the Navy." The speeches are very interesting, the speaker sticking closely to his text throughout and displaying a wide knowledge of the subject treated. We regret that the space at our command is not sufficient to enable us to give the speeches *in extenso* and we have therefore selected extracts that will doubtless interest a good many of our readers.

Speaking on the 5th March, Sir Charles called the attention of the House to the relative strength of the Navy and in the course of his remarks is reported to have said he had no intention to make an attack on the Admiralty. The policy of the Admiralty was the policy of their predecessors, and there was constant improvement in administration. This was well, inasmuch as they were now told that wars would be won in the future by administration in time of peace. He was not, however, himself satisfied that the policy proceeded on a satisfactory basis as regarded the completeness of the defence afforded. The Leader of the House, in the previous year, had said that we should in 1898-99 possess a "considerable superiority over" the fleets of the two next Powers—that was France and Russia. He was himself still doubtful if that was so; and if in fact it were, he did not consider that that superiority was sufficient for this country.

Of the great naval Powers, the causes of possible conflict with France were recognized, and those of conflict with Germany with regard to Africa. He himself felt that what had occurred in Northern China in joint pressure by the three Powers—Russia, Germany, and France—in the acceptance of the Russian loan as against our preferred loan, and in the dominance of Russia in Manchuria and Korea, recently secured by treaty, pointed to great risk of common action against ourselves by these great maritime Powers, and it seemed improbable that we could ourselves break up that concert except by giving way upon points which were vital to our interests, such as our China trade. We had been told on the Naval Estimates last year, what was in fact obvious, that we were isolated, and he himself was all for isolation, as against a policy of alliances; for nothing could be weaker as a policy than one of sham alliances where there was no common purpose; but it must never be forgotten for a moment that isolation meant a predominant position. The risks were increasing. The generation that had fought in Continental war, of one of our rivals against another, were being edged out of their power over ideas by those who were too young in 1870 to remember it; and the ideas of the newer generation on both sides were colonial and anti-British. The three great maritime Powers of the Northern Continent were, as their recent actions showed, able now to agree on a policy of Continental peace—joint support of the policy of Russia of expansion on the Pacific, of France in the Far East, and of Germany in Africa. This conjunction could only be broken by us being strong enough at sea to hold our own. These Powers had enormous armies to maintain. We were able easily to outbid them as regards ships, and it was to our interest to do so. On the Naval Estimates in 1895, and again, at the end of the Session, the First Lord of the Admiralty had contended that we should for certain have allies; and he used the words "We shall not stand alone." Otherwise there was no possibility of security. In reply to the observation that a combination of these Powers was reasonably possible, while the fact that all Powers were not, the First Lord had said that only the Athenian answer could be made—that "we must trust to Providence and a good admiral." The same reply might, of course, be made as against a single Power. Putting aside, however, all disturbing causes, such as the use of inventions in one navy which another did not possess, all our admirals advised us that superiority at sea followed from sea power, and that we could make ourselves safe with a certain preponderance of force, well within our reach, against all probable enemies. In spite of the undue cost of our land forces, we could provide that security with less strain upon our wealth than the strain which the maintenance of gigantic armies and navies at the same time produced on the finances of Powers like France and Italy, and he confessed he thought to provide for it was sound policy, and what was to be done. He had recently shown by a detailed consideration of the figures that the military and naval expenditure of the Empire had reached the gigantic figure of 55 millions sterling, of which 61 millions sterling a year was now spent out of British or Indian funds—that was funds for which the House of Commons was directly or indirectly responsible. Of this tremendous figure the British Army cost far more than half and the British Navy far less than half. The Navy cost less than half, even if we took from the Army Votes in addition to the Navy Votes the whole of the cost for the maintenance of the sea fortresses and coaling stations which were the bases of the Navy. When he was asked whether so vast an expenditure was not sufficient, and how much he would spend, he replied, whatever was necessary for our existence; but if economies must needs be made, they must be made in the case of military and land defence. He had recently shown that mobile fleet which was our main reliance in the long run would only be preserved if our naval strength was such as to cause a combination of these Powers, which could be formed for certain purposes, to pause before attacking us. He confessed he thought it criminal not to insure against the risk while we had time to do so, and that insurance meant certain peace. As Captain Mahan had put it, the British Navy was the best security for peace. There were no doubt certain chances in our favour; that we were one Power contending, in the hypothesis, at sea, against allies, that our seamanship was better than that of the Russians, both as regarded officers and men; and in some degree better than that of the French as regarded men, on account of our long service, although, in the case of France, there were other, closely connected, facts which told the other way. France had more lieutenants than we had, and lieutenants took nine years to make, and our long service, as compared with their shorter service and real reserve, gave us a limited and then a virtually unlimited command of men in war. Our superiority in rapidity of building was disappearing, as had been seen. French and German mobilization was more rapid than our own. The French possessed a perfect geographical position on the two seas. Our "cable" station system required a telegraphic cable communication in our own hands, which we had not got, and we were especially short as compared with other Powers in trained engineers and mechanics.

Not only did we seem short of men with whom to begin war, but there was also the rapid loss of men in war to be considered. Moreover no allowance had been made for sickness. The First Lord could only man his ships by counting all officers, men, boys, coastguards, and marines available for sea-service. The First Lord questioned whether we should send all our fleet to sea at the beginning of a war, and said that the number to be sent to sea would depend on the nature of the enemy and the operations to be performed. The only war much worth considering in our calculations was a desperate war. No maritime Power was going to attack us single-handed; probably no two would ever do so; and the war more reasonably in view was one in which we should have to send to sea at once all ships not virtually obsolete. The First Lord said that by using up men, boys, coastguards, marines, and drawing 5,000 men from the Reserve he could man every ship that could be ready at once, a statement which somewhat begged the question, as all ships not obsolete ought to be ready at once in a dangerous condition of affairs. Every ship, he said, that could be reasonably sent to sea could be manned by using all he had, and the Reserve available for sea service, which had formerly been put at from 10,000 men, by Admiral Trench's Committee, to 8,000, but which was assumed in the debate to be somewhat larger. Supposing all this was true, nothing was left for the waste of the first few weeks of war, and the proposals which were made for increase were not sufficient to fill this gap. A larger increase of men was now to be proposed, but not larger than was needed to man new ships, and all increase of Reserve took a considerable time before it could give us trained men.

The *inscription* gave to the French Navy, and imitations of it gave to Russia and Germany, a power of expansion that we had not at command. Money could give us ships in two years of peace. Money could not give us men so quickly. Our necessary warfare at a great distance from our base would involve us in tremendous strain and large reserves were required. Those reserves did not exist, while France had a surplus far larger than she could ever need. There was indeed a large surplus of trained men available for the navy and kept for this purpose out of the army in France that the French soldiers had a name for it. It was called "the lost army corps." The member for Dundee in his reassuring remarks forgot the fact that the French got all their engineers, 90 per cent. of their stokers, and a large portion of artificers and of gunners from volunteers, but they had 120,000 men, exclusive of boys, on the lists of the *inscription*, of whom only 35,000 were over 40 years of age, leaving 85,000 men under 40 years of age who had served at sea on an average for nearly four years. Of the 44,000 men of the French Navy on active service 27,000 belonged to the *inscription*, for there were 13,000 volunteers and 3,000 boys under the *inscription* boys, besides officers. After making all deductions the French had available at least 105,000 trained sailors under 40 years of age. Now in France the total strength required to man the entire fleet was 64,000, including a full allowance for the average of sick men who would have to be replaced, while no such allowance was made in the French. The French had, in their own belief, only some 12,000 men to find at once, while they were able to put their hands in two days upon 35,000 trained men of the Reserve—at least 20,000 more than were needed.

Behind the question of manning and Reserve, lay that of the ancient and true Reserve of the British Fleet—namely, the British Merchant Navy, which had become foreign so rapidly that, while only 14 per cent. had been foreign in 1885, over 56 per cent. were foreign in 1894, since which time again things had been rapidly becoming worse. The First Lord had said last year that he desired to decrease the number of foreigners in the Merchant Navy. If it could be done "by some means not artificial," this was a somewhat delicate, if not a cryptic, utterance. The effect of all that had been proposed up to the present time would be only to increase the number of British seamen who must be suddenly taken on the outbreak of war from those very ships in which the British seamen would be most needed at the time, and the foreign element would only in consequence become more supreme in the Merchant Navy in time of war. The proposal, however, to more largely recruit the fishermen for Reserve purposes was in the right direction. As regarded seamen he was, he confessed, despondent. Nothing was now being done for training British seamen. The few apprentices now carried were premium apprentices, who became officers, and the P. and O., the British India, the White Star, and the Concord carried neither ordinary seamen, boys, nor apprentices in their 208 steamers of 6,000 tons. He had the names of ships carrying large crews, in which there were some but foreigners, and of large numbers of ships in which there were few but foreigners; and while the great companies of which he had just spoken carried no foreigners, and carried most excellent seamen, they did, as he showed, nothing towards training seamen for the future. The report of Sir Peter's Committee had clearly shown the decreasing numbers of British seamen, and yet nothing was to be done towards producing an improvement. The highest authority, in his opinion, on the subject—the captain of the *Warrior*, Lieutenant Wilson-Baker, of the Royal Naval Reserve—had pointed out the whole of the facts bearing on the case, and had summed up to the effect that they, "from a naval point of view, appeared likely to end in disaster." The inquiries made by Lord Brassey from all the ships' captains trading to Marseilles in reference to the manning of the Navy had shown that they believed that there was still a strong disposition on the part of the youths of the United Kingdom to adopt a seafaring life, but that the opportunities presented to them of following their inclination had all but disappeared. Apprentices now paid premiums from £50 upwards, and no others were trained except those who were offered, on the one hand, persons who stood at the head of the navy, and on the other the walls and strays of our great towns. There was a wide field open between the two. The First Lord of the Admiralty threw the duty on to the Board of Trade; the Board of Trade threw it back again to the Admiralty, and nothing was done.

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SETTLEMENT OF MISSIONARY CLAIMS.

(Continued.)

SHANGHAI, May 1st.

The French Consul-General has just brought to a happy conclusion two thorny affairs, which had been hanging over, the one for fifteen and the other for five years. They were two claims of the Roman Catholic mission of Kiangnan. By patience and tact and by Comte de Baux's sagacity and intelligence conduct of affairs, the missionaries have obtained full redress and reparation for their long-standing wrongs.

Pochon, the scene of the first trouble, is an old and historic city in the farthest north-west corner of the Anhui province, near the confines of the three neighbouring provinces of Shantung, Honan and Kiang-su. Such a locality, as well-known in China, is the favoured region of lawless bands of marauders. The inhabitants live in something like a feudal state, with house and property surrounded by wall and moat, and no one goes abroad without a gun or lance, and nothing of value is transported without an armed escort. Some fifteen years ago a missionary acquired a piece of property in the city, near a Christian family of two brothers by the name of Kin, in whose house a chapel had been temporarily installed. When the province of the missionary became known, some prominent individuals, known there as *lien-tung*, a kind of military chiefs, formed the determined resolution of excluding the foreigners from this city. The people were stirred up to violence, a little hut on the mission's property was burnt, the house of the family Kin was burnt and pillaged, and the two brothers were obliged to take refuge in the province of Honan, where they have since died before the settlement of the affairs.

When application was made to the authorities for redress, resort was had to the old pretext of the rude and ungovernable character of the people of that region, and the affairs dragged on for years, not only without a satisfactory settlement but without the possibility of obtaining an amicable settlement. Recently, however, Comte de Baux, who for the past year has so worthily filled the post of Consul-General for France, has brought up the claim and urged it with such skill and energy, that a missionary delegated by superiors has obtained full satisfaction not only for the mission but also for the unfortunate family of the Kins, and a missionary station is now peacefully established in Pochon.

The other affair, of a recent date, occurred in the prefectural city of Yangchow. About five years ago a missionary, after purchasing a house in the city, went to the proper *Yamen* to have the transaction registered. He was politely received, but in two days the whole city had been excited against him. His house was driven from the city with insult and ill-treatment. A special feature in the attack was the presence of a number of women hired to abuse the foreigner under the immunities of their sex.

The claims of the mission were put off under pretexts of illegality in the purchase, the last of which was objected to quite recently when the affair was already in a fair way of being settled. It came from the prefect of the city, and was none other than the extraordinary treaty clause making a previous notice given to the mandarin necessary for the legal purchase of property by a foreigner. Happily that clause had been definitely disposed of by M. Gérard. The claim of the mission was so clear that Comte de Baux was accorded no such other excuse which he had declared the mission would accept, but the very house legally purchased by the missionary five years ago.

Thus after years of patient and firm insistence, without notable friction with the authorities, the principle of the treaty rights is saved, and the missionaries with their grievances redressed are established peacefully among the people who had vowed to keep them out.—*N. C. Daily News.*

NOTANDA.

CALENDAR.

MAY.

Metereological means based on ten years' observations to 1896.
Barometer 29.87
Thermometer 76.3
Humidity 79.7
Rainfall 15.00

TO-DAY.
WEATHER REPORT.
On data at 10 A.M. On data at 4 P.M.
Barometer 29.75 29.75
Thermometer 83 79
Humidity 77 83
Rainfall

TO-DAY.
Friday, 7th May, 1897.
Chinese—6th of 4th moon of 33rd year of Kwong-shi.
Jewish—6th Nisan, 5657.
Mohammedan—6th Dulhagga, 1214.

Sun—Rises 6hr. 25min.
Sets 6hr. 27min.
High water—Morning 11hr. 25min.
Low water—Afternoon 7hr. 55min.
No inferior high or low water.

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"
Captain K. H. Sundberg, will be despatched for the above Ports TO-MORROW, the 8th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 3rd May, 1897. [734]

OCEAN STEAMSHIP COMPANY.

FOR HAMBURG, LONDON, VIA SUZ CANAL.

THE Company's Steamship

"SARPEDON,"
Captain Grier, will be despatched as above on THURSDAY, the 13th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd May, 1897. [792]



NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

THE Company's Steamship

"OMI MARU,"
Captain C. Young, will be despatched as above on FRIDAY, the 1st inst., at 4 P.M.
This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 4th April, 1897. [746]

OCEAN STEAMSHIP COMPANY.

FOR HAVRE, HAMBURG AND LONDON, VIA SUZ CANAL.

THE Company's Steamship

"ANTENOR,"
Captain Jackson, will be despatched as above on or about THURSDAY, the 27th inst.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd May, 1897. [730]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUZ CANAL.

THE Steamship

"MOGUL,"
Captain Wright, will be despatched for the above port on or about the 30th May.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 4th May, 1897. [564]

Intimations.

GRAND CONCERT.

HOSPICE OF S. C. DE JESUS.

(HOME for the AGED and INFIRM).

SIGNOR A. CATTANEO AND PUPILS

will repeat in

THE LUSITANO CLUB

ON

MONDAY,

the 10th May, 1897, at 9.15 P.M.

IN AID OF THE ABOVE FUND, the CONCERT

will be given on 3rd May.

Full Orchestra of Mandolins and Guitars.

Songs, &c., &c., by Leading Amateurs.

ADMISSION.....\$1

TICKETS can be had from Messrs. W. ROBINSON & Co. or at the CLUB LUSITANO.

Hongkong, 6th May, 1897. [757]

\$25 REWARD!!

The undersigned offers a reward of \$25 to

anyone who returns to him his Irish setter

"Rix," lost last Saturday.

Address—

Mr. R. J. HASTINGS,

c/o Mr. ROBERT LANG,

14, Kaituma Terrace,

Kowloon.

or to

D. M. WRIGHT & Co.,

25, Praya Central,

Hongkong, 6th May, 1897. [758]

SAIGON.

THE Undersigned, having just had built

a STEAM WATER BOAT of the latest

pattern, capable of supplying 40 tons per hour,

are now prepared to furnish Ships with Filtered

Town Water quickly and at Lowest Rates.

A. MERCIER & Co.,

Call Flag—W, at Peak.

[751]

F. BLACKHEAD & CO.,

SEIF-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND BRAND,

HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 10th May, 1897. [759]

Intimations.

SOCIÉTÉ ANONYME DE TRAVAUX

DYLE ET BACALAN

Capital: £ 300,000

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Railways and Tramways, Plant and Mining Stock, Carriage and Waggon Wheels, Wheels and Axles combined, Permanent bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

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[13]

"ESSETS"

DISINFECTING FLUID.

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DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

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5, BUND, YOKOHAMA.

HOTEL METROPOLE

1, TSUKUJI, TOKYO.

[13]

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef, has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of meeting either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,

YOKOHAMA.

L. DEWETTE, Manager,

TOKYO.

[14]

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship

"MIKE MARU,"

Captain P. H. Goings, will be despatched for the above Ports on TUESDAY, the 11th inst., at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.
Hongkong, 3rd May, 1897. [736]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on TUESDAY, the 11th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.
Hongkong, 3rd May, 1897. [739]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship

"TARSANG,"

Captain Ralph, will be despatched as above on MONDAY, the 17th inst., at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.
Hongkong, 1st May, 1897. [735]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched on TUESDAY, the 18th May, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.
Hongkong, 3rd April, 1897. [726]

FOR NEW YORK.

THE 100 A. L. British Ship

"CLAN MACKENZIE,"

Captain Iddes, shortly expected from Shanghai will load here for the above Port, and will have quick despatch.

ARNHOLD, KARBBERG & Co.,

Agents.
Hongkong, 10th May, 1897. [747]

Shipping.

STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"KINTUCK,"

C. de La Perelle, Commander, will be despatched as above on MONDAY, the 10th inst.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,

Agents.
Hongkong, 3rd May, 1897. [741]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHEE, ADEN, SUZ, MASSOWAH, PORT SAID, BRINDISI, VENICE, FLORENCE AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, AFRICAN PORTS, also to the Company's Steamship

"GISELA,"

Captain Brelich, will be despatched as above on TUESDAY, the 11th inst.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co.,

Agents.
Hongkong, 9th April, 1897. [751]

NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA AND EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"HIROSHIMA MARU,"

Captain G. Shimozono, will be despatched as above TO-MORROW, the 8th inst., at day-light instead of as previously advertised connecting at Kobe with the Company's Steamship Yamaguchi Maru which will take on the cargo and passengers for Seattle and points beyond.

Consular Invoices of Goods for the United States should be in QUADRUPPLICATE, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.

This departure cancels the previously advertised sailing of the Company's Steamship Sakura Maru.

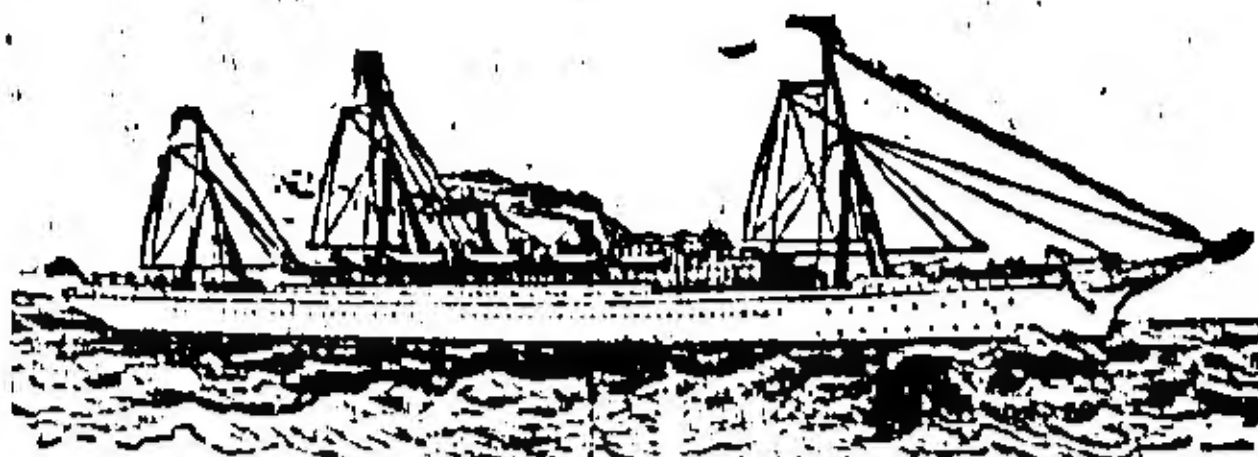
For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.
Hongkong, 4th May, 1897. [727]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 19th May.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 9th June.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 30th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Hongkong, 28th April, 1897.

Pedder's Street. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 11th May, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 29th May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 17th June, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 11th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 23rd April, 1897. [5]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"FALLS OF DEE,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.
Hongkong, 4th February, 1897. [244]

Intimation.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgam